The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

AGITATE!
EDUCATE!
ORGANIZE!

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FEDERAL INQUIRY INTO LAW-AND-ORDER MOBS

Washington, Sept. 1.—President Wilson will appoint a commission to investigate the deportation of western workers and the activities of Arizona "Loyalty" leagues and other "law-and-order" mobs.

Following a conference with President Gompers, who presented documentary evidence showing that workingmen in Arizona, Washington, Michigan and elsewhere were denied their rights as citizens, President Wilson asked the council of national defense to take the situation under advisement. After President Gompers described the situation to the members of the council of national defense and its advisory commission, it was unanimously decided to ask the president to appoint a commission to investigate the deportation of workers from their homes and states, their imprisonment and other illegal acts, and to make report to the president, the council, or both.

In its report to President Gompers on Arizona conditions, John Murray and R. D. Rigg, now in this city as representatives of the Arizona state federation of labor, declared that "vigilance committees rule Arizona and the govenor holds conferences with them."

The Arizona unionists also report that the Bisbee deportation was to be duplicated at Globe, according to railroad employes, but the "Loyalty" league discovered that engineers, firemen and conductors had agreed to refuse to handle any train used for deportation purposes. It was then planned to abduct by automobile, but Colonel White, in charge of the federal military forces of that district, blocked the scheme.

Murray and Rigg declared that "it is the conviction of a large majority of Arizona's citizens that, if this rule by vigilantes continues much longer, the state will plunge into a revolutionary upheaval."

APPEAL TO UNIONISTS.

Washington, Sept. 1.—Commissioner Claxton of the bureau of education has appealed to organized labor to assist in maintaining efficiency of the public school system during the war. The federal educator says:

"For the protection of our boys and girls against unusual temptations to fall into delinquencies of many kinds, and that they may be prepared more fully for the work of life and the duties and responsibilities of citizenship, it is of the utmost importance that our schools shall be maintained in full efficiency, both as to attendance and standards of work, during the continuance of the war, and everything possible should be done to increase their efficiency in both respects. The various labor organizations and their members throughout the country can render most valuable help in this respect. I am therefore appealing to all these organizations to use their influence and to urge their individual members to do all they can to the end that the standards of the schools in their several states and cities shall not be lowered in any way and that no children of school age shall remain out of school except because of absolute necessity."

AFTER-WAR PROBLEMS.

Adelaide, South Australia, Sept. 1.—The Daily Herald regrets that the committee of the Adelaide trades and labor council has done nothing to prepare a scheme for dealing with industrial problems at the close of the war. The paper says that this shows a serious lack of appreciation in regard to the responsibility that all unionists should shoulder.

"The best method to adopt is, of course, the old one of organization," it is stated. "Never was it more necessary than it is now that every worker should be enrolled in a union. What should be discussed, however, is the best means for strengthening union organization so that industrial control may be more complete and effective. Such control is not required merely for defensive purposes. It would be useful as a means for suggesting improvements in the various branches of industry, so that the workers, as well as the public generally, might benefit by increased efficiency all around. The idea of efficiency which aims at making the worker more of a machine-like unit than he now is must be combatted. There can be no objection, however, to encouraging and accepting the kind of efficiency which aims at improving the individuality of mankind as a worker and a citizen able to produce the best products of his skill, and able at the same time to enjoy the highest fruits of those products."

ENGLISH LABOR WARNED.

Manchester, England, Sept. 1.—The plea of the Employers' Parliamentary association that it "is not out to fight labor" is not wholly accepted by the Cotton Factory Times, which warns labor that, while the employers may not attempt an aggressive opposition, "it would be a mistake to assume that its existence is not one of many warnings to labor organizations to tune themselves up to concert pitch."

The employers have not organized for fun or philanthropy, but have been found to further the employers' interests, says this paper, which concludes:

"After the war labor will get what it got before the war and always will get, namely, what it has power to take."

NO LABOR SHORTAGE.

Denver, Sept. 1.—Reports to Labor Commissioner Morrissey from the state free employment bureau of Grand Junction, in the western part of the state, show that all over the western side of the Rocky mountains a huge surplus of labor is found and that wages, especially in the orchards, is only nominal.

Commissioner Morrissey says there are no requests for labor in the hay fields of Gunnison county, where wages range from $3 to $3.50 a day, and that in the northern part of the state no labor shortage is reported.

EIGHT HOURS FOR BUTCHERS.

Seattle, Sept. 1.—A strike of nearly 300 employes of Frye & company, meat packers, reduced hours from 10 to eight with no change in wages. Satisfactory arrangements were made in the matter of compelling workers to eat at the company's boarding house. This movement was handled by Butcher Workmen's union No. 81.

LEAD PRICES ADVANCE.

Washington, Sept. 1.—Prices have advanced 4 cents a pound, and increased production is the report of the federal geological survey on lead production in this country for the half year ending June 30.

LEATHER WORKERS ON EIGHT-HOUR DAY

Washington, Sept. 1.—Quarter Master General Sharpe, United States army, has ordered the insertion in all government contracts for the manufacture of harness for the quartermaster corps a "supplementary clause requiring the observance of the provisions of the eight-hour law including time and one-half for overtime."

Behind this announcement is a story of the persistence of W. E. Bryan, president of the United Leather Workers' International union, who has succeeded in having a contrary decision of the acting judge advocate general of the war department overturned. This has resulted in 4,000 workers employed on 280,000 sets of ambulance harness being placed on an eight-hour day.

The judge advocate general ruled that this style of harness does not come under the eight-hour law provisions of 1912, as one section of this act exempts material the government can purchase in the open market. President Bryan made the point that ambulance harness, made on government specifications, can not be bought in the open market, and that the exceptions can not apply in this case any more than it can to ships, of which many are on the open market, but which are not built according to federal specifications.

The ordnance department of the war department recognizes the eight-hour day and for two years President Bryan has insisted that the quarter master's department of the war department harmonize its contracts. The unionist's efforts have been blocked by the rule of the acting judge advocate general, but logic and persistence finally triumphed.

SHOP MEN ADVANCE.

St. Louis, Mo., Sept. 1.—Representatives of federated shop men employed by the Missouri, Kansas and Texas railroad and subsidiaries have secured a new wage agreement, effective as of June 16. Eight hours will be the standard work day and men in shops and round houses having one and two shifts will start and quit at the same time. Substantial wage increases are secured.

Kansas City, Mo., Sept. 1.—The Kansas City Terminal railroad has advanced wages 7½ cents an hour for its federated machinists, boiler makers, blacksmiths and hourly-rated electricians. Sheet metal workers are increased 11 cents an hour, which brings them up to the other crafts. Helpers, handy men, and other employes are increased 7 cents an hour, and monthly men are increased $10 a month. These gains will approximate $84,000 a year. Rates are effective as of June 1, with two months' back pay.

Former attempts by these workers to better conditions met with lockouts and discrimination. Now the men are 100 per cent organized and the company recognizes their federated shop movement.

Galeton, Pa., Sept. 1.—After a short conference, federated shop men employed by the Buffalo and Susquehanna railroad, have been granted wage increases of 5 and 5 1-2 cents an hour.

SAILORS PUT IN ARMY.

Washington, Sept. 1.—The contradiction of one branch of the government seeking sailors to man ships and another branch drafting sailors into the army was presented last week when Andrew Furuseth, president of the International Seamen's union, was advised that in several localities sailors were being drafted. The unionist took the telegrams to the war department and was then referred to the department of commerce, where one official inquired: "If others are drafted, why not seamen?" President Furuseth called attention to the three-cornered effort of the government, ship owners and organized seamen to secure trained men to man vessels and the decision at a recent conference by the three parties that the need for sailors is most pressing. President Furuseth assured the official he was not interested in securing the exemption of sailors for personal reasons. "If the government," said Furuseth, "wants the seamen in the trenches and the soldiers on the vessels, I have no criticism to offer."

Assistant Secretary Sweet of the deparment of commerce saw the humor of the situation, and instructions governing the conditions were forwarded to collectors of customs.

HATTERS MAKE GAINS.

Danbury, Conn., Sept. 1.—After the 15-weeks' tie-up, because of wage differences, two of the hat factories that remained closed after 16 others resumed operations a short time ago, have acepted the wage agreement of the Hatters' union. Four factories yet remain outside the fold.

The hatters' successful fight has alarmed anti-unionists in this state and at a meeting at New Haven 150 employers met and "resolved." They issued a "Declaration of Industrial Independence," which is the same old stuff from the days of Parry and Post. The conference declared for the non-union shop, which is referred to as "open shop." The trade union movement, however, is not fooled by this trick and insists that the terms shall be "union" and "non-union."

MEDICAL WORKERS STRIKE.

Wheeling, W. Va., Sept. 1.—Nearly 100 employes of the Neuralgylene company have organized and suspended work to secure living wages. Rates, especially for women, are low, ranging from between $6 and $7.50 a week and $2.50 a day for male workers.

The company manufactures "Cascarets," "Neuralgylene," "Danderine," "California Syrup of Figs," etc. When the workers presented their new wage scale to President Behrens of the company that official said the matter could not be acted on until the general manager returned from his vacation.

UNIONISTS RAISE DUES.

Detroit, Mich., Sept. 1.—At the seventeenth convention of the Stove Mounters' International union, held in this city, it was voted to increase dues to 35 cents a week, making the per capita 25 cents per week.

Delegates agreed that the membership has made substantial gains during the past three years and that it is good policy to stiffen the financial resources of the union and to also maintain an effective organization agitation that the menace of non-unionism may be removed.

SECURE 44-HOUR WEEK.

Tacoma, Wash., Sept. 1.—Organized glass workers employed by W. P. Fuller & Co., have secured the 44-hour week, a 20 per cent wage increase and a weekly pay day instead of semi-monthly, as formerly.

DRAFT DEPORTED MEN WHO CAN'T GO HOME

Tucson, Ariz., Sept. 1.—Copper interests are chuckling over the "smart" trick of the district exemption board, which has drafted 476 of the 1,200 men deported from Bisbee on July 12 last. The Cochise county (Bisbee) board reported that the men had failed to appear for examination. The "humor" of this statement is appreciated when it is known that armed guards, called the "Loyalty" league, and financed by copper interests, have surrounded Bisbee and threaten to shoot any deported man who attempts to return to his home. These guards refused admittance to a committee appointed by the Arizona state federation of labor at its recent Clifton convention to investigate conditions.

Washington, Sept. 1.—"Law and order" mobs in Arizona will be less enthusiastic when the curtain is rung down on the last scene of the Bisbee and Globe (Ariz.) deportations, predicts John Murray and R. D. Rigg, now in this city to explain to A. F. of L. officials the working of Arizona "Loyalty" leagues. Murray is a member of the Typographical union and Rigg is recording secretary of the Globe Miners' union. They are representing the Arizona state federation of labor.

These "Loyalty" leagues have the approval of business men, who will sing a different song, when taxes pile up to meet court costs. At Globe 42 miners were arrested for "rioting," because they formed a picket line on a county road. The unionists are out on bail of $1,000 each. They have demanded a change of venue on the ground that a fair trial is impossible in Globe. When Gila county, in which Globe is located, faces these court costs, because of the large number of witnesses that will be necessarily subpoenaed, the number of Globe business men who defend "Loyalty" leagues can be counted on one hand.

LABOR OVERLOOKED.

New York, Sept. 1.—In a book on munition makers, published by the Russell Sage foundation, the authors describe conditions in England and in France, and give the results of a study of women in the cartridge shops of Bridgeport, Conn. The authors say:

"Fortunately a civic spirit in Bridgeport has resulted in some promising new activities. The largest bond issue in its history was voted for schools, bridges, pavements and sewers; for the police and fire departments, for parks, for street extension and public clinics. A recreation commission was appointed, and a housing company formed to begin at once to provide more homes for the larger population.

"The improvement of labor conditions is, however, less hopeful. The Connecticut labor law permits night work, a 10-hour day and a 55-hour week. Moreover, as an emergency measure in war-time, a bill recently passed permits the governor to suspend even these provisions and others in the labor law if the council of national defense should request it. Similar bills were defeated in other states, notably in New York where the veto of Governor Whitman prevented this danger of breaking down the labor laws."

UNJUST LAW IGNORED.

Portland, Ore., Sept. 1.—The Oregon Labor Press says the "anti-conspiracy" ordinance adopted by the people last June, after a whirlwind campaign by the Employers' association, is being ignored in this city.

"Nobody has paid any attention to it," says Editor Rynerson, "Organized labor has gone serenely along. Most of the things that organized labor does are, under the terms of the ordinance adopted in June, unlawful. But nobody has been molested and no attempt has been made to enforce the ordinance.

"Organization is progresing to an extent never before known in the city. Workers are receiving good wages, and as a direct result, merchants are enjoying unexcelled prosperity."

PREDICT U. S. OWNERSHIP.

Philadelphia, Sept. 1.—A financial writer in the Public Ledger says:

"Many of our best minds are predicting government ownership of railroads. Their conviction arises from the seeming impossibility of adjusting rates and methods so as to meet the needs of all roads, and from the evidence that popular opinion is moving in that direction. E. P. Ripley, president of the Atchison, said several years ago that within a decade all the railroads in the United States would be owned by the government. Today F. A. Vanderlip, president of the National city bank, of New York, is quoted on similar lines. That is one of the great changes that the war may achieve."

MACHINISTS MAKE GAINS.

Mobile, Ala., Sept. 1.—All contract machine shops in this city have signed the eight-hour agreement of the Machinists' union.

Galt, Ontario, Canada, Sept. 1.—The Allis-Chalmers company has ordered all machinists in its employ to join the International Association of Machinists, affiliated with the A. F. of L. For years a controversy has been on between the I. A. of M. and the Amalgamated Society of Engineers, an English union of machinists, which has some members in this plant.

ARREST STRIKE THUGS.

San Francisco, Sept. 1.—Riding in an automobile supplied with revolvers, clubs and black jacks, six strikebreakers employed by the United Railroads, were arrested after they had driven in and out of a parade of striking motormen and conductors. Two other machines, each containing seven men, escaped. The strikebreakers—referred to by the company as its "substitute" platform men—assured the police that they had no knowledge that the small arsenal was in the automobile.

JEWELERS RAISE WAGES.

Newark, N. J., Sept. 1.—At a meeting of Jewelers' union, attended by over 1,600 members, numerous shop stewards reported wage increases of from 20 to 30 per cent. About 80 per cent of the manufacturing jewelers conduct union shops and are not in sympathy, it is stated, with the anti-union attitude of Carter, Gough & Co., whose 30 employes have suspended work.

WOMEN WORK IN MILLS.

Hoquiam, Wash., Sept. 1.—Women wearing overalls are employed by the Hoquiam Sash and Door company to break the eight-hour strike of men employed at this plant. The women work 10 hours for a lower wage than the men received.

SHIP OWNER'S CREED IS "PROFITS FIRST"

Washington, Sept. 1.—The government is attempting to induce vessel owners to assist in the warfare against submarines. These ships are insured by the government and the owner loses nothing if his vessel is sunk, while protective devices would bear additional cost to him, although this cost would mean a conservation of transportation, which is so vital at this time for the triumph of democracy.

The Washington Post is conducting an agitation against these unpatriotic vessel owners and in an editorial makes this significant statement:

"When the government of one of the strong shipping concerns was asked by a government official why his concern did not adopt the plans of the naval consulting board for making ships unsinkable, he replied: 'Because of the expense and also because it would reduce cargo-carrying capacity. It would be better to lose one trans-Atlantic ship out of 10 than to reduce the cargo-carrying capacity so as to require five ships to carry what four are now taking. It would not be economical. We must look out for profits first.'"

To this statement, the Washington Post adds:

"Profits first, not safety first, nor country first! The government can put a stop to this murderous and traitorous sacrifice of life and war supplies by forcing ship owners to adopt protective devices. The nation must kill off the spirit that seeks to coin money out of American blood."

The Post's denunciation is in line with President Wilson's public declaration, last July, in which he stated that because of excessive freight rates ship owners have "taken the most effective means in their power to defeat the armies engaged against Germany."

A WARNING TO BUSINESS.

New York, Sept. 1.—"The government will not only fix prices, but that it will take over plants on an enormous scale and operate them," is the warning the New York World editorially councils to business men who fail to exercise discipline and self-restraint in marketing their poducts these war times.

"It ought not," says the World, "to be necessary continually to warn American finance and business that they are playing with dynamite when they smother patriotism in swollen profits. The country will not stand it, and whether the government wishes to adopt drastic measures or not, it would be compelled to adopt drastic measures.

"Whatever differences may exist among the great peoples of the world in regard to this conflict, they have one opinion in commen, which is that private property shall not grow fat while mankind in general is compelled to make the most staggering sacrifices.

"If our own exploiters and profiteers do not know that, they do not know anything, and if they cannot restrain themselves they will inevitably find that ownership carries few rights that government can respect."

CARRY MORE FREIGHT.

Washington, Sept. 1.—The railroads' war board reports that in the month of June, with only 3 per cent more equipment, the railroads of the country rendered nearly 26 per cent more freight service than in June last year. The actual increased service amounted to about 4,000,000 ton miles, or 25.7 per cent of the total. This result was attained by intensive loading and by increasing the daily mileage of freight cars 13.6 per cent.

When train service employes urged a speeding up of freight trains during their recent eight-hour campaign, the railroads and their defenders said: "It can't be done."

WILL INSPECT BOILERS.

Philadelphia, Sept. 1.—The necessity for licensed engineers continually urged by the Steam Engineers' union, is endorsed by city officials who have ordered a thorough inspection of steam boilers in this city to insure safety during the winter months to persons attending moving picture theaters, occupants of apartment houses and to employes of industrial heated establishments.

Owners of buildings where low-pressure steam boilers are in use will be charged approximately $5 for the inspection, and, unless the property owners comply with the requirements, the fire marshal has been instructed to withhold their certificates.

WILL DISCUSS UNION SHOP.

Wilkes-Barre, Pa., Sept. 1.—Officers of the Lehigh Valley Coal company have notified John P. White, president of the United Mine Workers, that the miners' invitation to discuss the union shop has been accepted.

The unionists are hopeful that the conciliatory attitude of the operators will result in an agrement that will end petty strikes and enforce discipline in the anthracite fields. At present the miners' organization has no control over probably 100,000 workers and some operators are conceding that the union shop will check many disputes.

PAPER COST EXCESSIVE.

Washington, Sept. 1.—The advance in prices of book paper last year was excessive and unwarranted, reports the federal trade commission. It is stated that the average profits of 29 principal book paper mills were nearly 100 per cent higher in 1916 than in 1915. The average increase in margins on current sales of machine-finished book paper for one quarter last year advanced 492 per cent for Boston jobbers and 263 per cent for Chicago jobbers.

MOLDERS TO CONVENE.

Rochester, N. Y., Sept. 1.—The twenty-fifth convention of the International Molders' union will be held in this city beginning September 10. In the election of delegates, Iron Molders' union No. 164, San Francisco, expressed its view on the conviction of Thos. J. Mooney, a fellow member, now under sentence of death. The union elected Mooney its delegate to the iron molders' convention.

CARPENTERS WANT MORE.

Wilmington, N. C., Sept. 1.—The Carpenters' union has submitted a new wage scale to employers. Rates are 60 cents an hour, nine hours to constitute a day's work, time and one-half for over time, double time for legal holidays and Sundays and no work on Labor Day, except in an emergency. On the first Monday in November the eight-hour day will become effective.

EMPLOYERS BLAMED FOR OMAHA TURMOIL

Omaha, Neb., Sept. 1.—In a report to Governor Neville the state board of mediation blames employers and the Business Men's association for industrial turmoil in this city since the first of the year. The demands of the employes are declared "not unreasonable or excessive."

The board investigated the causes for over a dozen disputes, lockouts and strikes.

"Much testimony," reports the board, "was given by employes which tended to show that many employers would have settled with their employes if there had not been pressure brought by the Business Men's association, and as no testimony was given by the other side to controvert them, we have been compelled to accept these statements as being true.

"We are strongly of the opinion that the Business Men's association and many of the employers will be advised by counsel not to aid us in our efforts nor answer fully our questions, and this being so, we see little to be gained by prolonging our investigation. We believe that some steps should be taken by your excellency or the state council of defense to compel both parties to the controversy to live up to the spirit as well as the letter of the recommendations and requests made by the secretary of labor and so strongly approved by the president. From all the statements made to us on behalf of the employes and the testimony of a large number of them, we are convinced that labor stands ready to observe and obey the suggestions in their entirety. If there is any means whereby a similar agreement can be gotten from the employers—and both parties will live up to their promises—much may be done to relieve the present deplorable situation.

"After a careful consideration of all the testimony, we are covinced that under all the circumstances, laborers' demands as to hours of labor, wages and improved working conditions are not unreasonable or excessive."

MORE COAL UNDER 8 HOURS.

Indianapolis, Sept. 1.—"It should require no argument to convince that any program calculated to stimulate production should be immediately adopted, especially so when such program does not work a hardship upon person or class," says the United Mine Workers' Journal.

"The contract entered into between the miners and operators of the anthracite regions in the spring of 1916, for the first time provided for the eight-hour in lieu of the nine-hour workday that had been customary in that field. It was freely predicted by opponents of the shorter workday that this change would result in materially reducing production in the districts affected.

"After one year's experience with the eight-hour workday, production figures show, and the operators now cheerfuly acknowledge, that production has been greatly stimulated. In spite of the fact that upward of 20,000 miners have left the district to find more remunerative work in munitions factories, steel mills, etc., an increase of upward of 6,000,000 tons is shown for the year during which the eight-hour workday has been prevalent, over the former years."

TRACK WORKERS ENJOINED.

Little Rock, Ark., Sept. 1—Federal Judge Youmans has enjoined striking track workers on the Missouri Pacific railroad "from interfering with the employes or the property" of this corporation. The section workers are asking that rates of $1.65 and $1.75 for a ten-hour day be increased to $2.25. Bridge men who were paid $2.25 are asking for a 25 per cent increase.

The strike has been on for several weeks and includes a large number of men. An amusing feature of this strike is the charge that "it is an I. W. W. movement," although trade unionists know of no I. W. W.'s in Arkansas.

APEING EUROPE.

San Francisco, Sept. 1.—While this country is at war to smash European autocracy, there are some features of old world life favored in the land of freedom and democratic ideals.

At a conference in this city, called for the purpose of training women for men's jobs, Harris Weinstock, member of the recent federal industrial relations commission, said:

"Women can be used not only in stores and offices but on street cars and on elevators and in many places where no one expected they could be used. Europe has shown us the way in this."

STRIKEBREAKERS LOOT.

Ogden, Utah, Sept. 1.—Two hundred street car strikebreakers bound from New York to San Francisco were not allowed to get past the gate at the railroad station in this city while their train waited several hours. The police took no chances with the outfit which broke loose at Rawlins, Wyo., and raided lunch counters and fruit stands and helped themselves to whatever took their fancy.

LEATHER WORKERS GAIN.

St. Louis, Mo., Sept. 1.—Local union No. 30, United Leather Workers' International union, has secured wage agreements with three of the largest saddlery manufacturers in this city. On government contracts the rate will be 50 cents an hour, eight hours and time and a half for overtime. Over 300 men will be benefited. The international organization is endeavoring to establish this scale throughout its jurisdiction.

MUST TRAIN CHILDREN.

Harrisburg, Pa., Sept. 1.—In a proclamation Governor Brumbaugh calls upon the public and the school authorities to see to it that the schools and colleges are kept open during the war period and that the youth of the state are in attendance. The governor declares that the nation would sustain a real loss if school activities were to be diminished.

"PATRIOTIC" PLEA FAILS.

Seattle, Sept. 1.—At the central labor council meeting it was stated that a firm in this city circulated a paper with two columns, one side reading, "Patriotic Employes Sign Here (10 hours)," the other reading, "Those Who are Not Patriotic Sign here (eight hours)," and that more than 200 signed for the eight hours, notwithstanding the stigma the company endeavored to place on their demand.

LESS HOURS FOR FIREMEN.

Boston, Sept. 1.—Mayor Curley has signed the "one day off in three" ordinance for Boston municipal firemen, the act to become effective Feb. 15 next year.

UNIONS INCLUDE ALL REGARDLESS OF SKILL

Chicago, Sept. 1.—Trade union agitation in the Chicago stock yards is cited by the Chicago Labor News as another answer to "professional detractors," who claim the A. F. of L. is only interested in "skilled" workers. The Labor News says:

"For many years professional detractors with near-labor schemes to propagate have shrieked from the housetops that the American Federation of Labor is a narrow-minded job trust of skilled workers and that it cares not a rap for the interest of the hordes of women, unskilled workers, negroes, foreigners and other classes less fortunately situated in industry. This ill-founded slander has been given the lie innumerable times in trade union practice but never more emphatically and conclusively than in the big organization campaign now being conducted in the Union stock yards by the trade union movement.

"If the trade union were the guild of skilled, male, white, Americanized workers it is claimed to be, about the last place it would seek adherents is in the packing industry of this city. Of the 40,000 workers employed in this great industry fully 75 per cent are entirely unskilled; great numbers are women; more than 50 per cent are foreigners and at least 35 per cent are negroes. (Of the latter it may be said there are more working within the square mile of the stock yard district than in any other equal space in America.) Yet, the trade unions have taken up the cudgel for these heterogeneous masses. They are going to spend unlimited amounts of time, money and energy organizing them. In this big joint movement for organization there's not a single worker in the stock yards, let his race, creed, color, sex, nationality or age be what it may, but who can find a place.

"Despite the villifications of its detractors, the American Federation of Labor is a bona fide movement of the whole working class."

LABOR LAWS OF 1916.

Washington, Sept. 1.—The federal bureau of labor statistics has published its annual volume of labor laws as bulletin No. 212. The two leading pieces of legislation passed last year were the Adamson eight-hour law for interstate train service employes, and the federal law excluding from interstate traffic the products of labor of children employed in mines under 16, or in mills, etc., under 14 years.

The largest group of laws recorded are those affecting women and children. In addition to these statutes, passed by various states, are important orders of industrial and welfare commissions fixing wages and hours for women and children and regulating the conditions of employment generally. Of special interest is the order of the Oregon industrial welfare commission fixing the hours of labor, minimum wages and learning periods of women and minors, including males up to 18 years, in a wide range of employments. This order, based on an Oregon law, has been upheld by the United States supreme court.

Eleven state legislatures and the federal congress held regular sessions last year and five other state legislatures met in special session.

NO STRIKEBREAKERS HERE.

Globe, Ariz., Sept. 1.—Strikebreakers will play no part in the attempt of copper interests to smash the Globe Miners' union. One of the struck properties is the Old Dominion mine, which does a "cake walk" continually on its west side because of shifting ground. It is not necessary to maintain pickets at this location, for the strikers say if the company installs strikebreakers they know, and the company knows, that "a hurried call will be sent to the headquarters of the Miners' union for skilled men to dig the strikebreakers out."

In the Inspiration mine, at Miami, near here, timber is put into this property by the train load every day to prop up the ground because of the 90,000 tons of ore mined every 24 hours.

It is whispered that copper interests could find only eight strikebreakers between here and Los Angeles. A copper miner in this district must continually match his wit against nature to protect his life, and men of this ability are not found among strikebreakers.

WE CAN'T STAND STILL.

Chicago, Sept. 1.—"The trade union movement is a militant organization, it cannot assume an air of indifference and contentment, it cannot look complacently upon the achievement of the past; its objects and aims are still to be fulfilled," writes Editor Perkins in the Cigar Makers' official journal.

"The work is but fairly begun; there are steep hills to be climbed; the task to be performed is full of obstacles. Ignorance has to be dispelled, education has to be fostered and prejudices have to be uprooted. The work of organization has to be accelerated continuously and persistently for years to come."

FEW JAPS IN MEXICO.

Mexico City, Mexico, Sept. 1.—Answering the charge that Japan has 200,000 ex-soldiers in Mexico, the Japanese legation in this city reports that it has investigated this question and finds that there are in Mexico some 2,000 Japanese, of whom about 300 are women and children. Of 1,700 male adults the majority, or about 800, are mining laborers; 400 are farmers and farm laborers; 300 are domestic servants and the remaining 200 include storekeepers, physicians, carpenters, tailors, fishermen and miscellaneous laborers.

MINERS DISSATISFIED.

Denver, Sept. 1.—The loudly proclaimed Rockefeller "union" is slowly falling to pieces, despite frantic efforts of press agents to bolster it up.

As an indication of the thin ice under the "union," employes of the Colorado Fuel & Iron company are signing petitions to John D. Rockefeller, jr., to reject the Rockefeller industrial plan and recognize the United Mine Workers.

EIGHT HOURS FOR WOMEN.

Denver, Sept. 1.—Attorney General Hubbard has ruled that women will be allowed to work only eight hours in manufacturing, mercantile and mechanical plants in Colorado. This decision was rendered at the request of Labor Commissioner Morrissey, who was asked by the Great Western Sugar company to permit it to employ women in 11-hour shifts.

ANOTHER 8-HOUR GAIN.

Eureka, Cal., Sept. 1.—The Bayside Lumber company has placed its plant on the eight-hour basis with no reduction in the 10-hour pay rate.

GOVERNMENT SIGNS AGREEMENT WITH TRADE UNION OFFICIALS

Washington, Sept. 1.—The government has signed an agreement with organized labor which provides for the adjustment of disputes in ship building under the jurisdiction of the recently-created emergency fleet corporation. The agreement is signed by Acting Secretary of the Navy Roosevelt; Chairman Hurley, United States shipping board; Admiral Capps, general manager, emergency fleet corporation; President Gompers; President O'Connell and Secretary-Treasurer Berres, A. F. of L. metal trades department; President Donlin, A. F. of L. building trades department; President Johnston, International Association of Machinists; President Valentine, International Molders' union; President Alpine, United Association of Plumbers and Steam Fitters; President Snellings, International Union of Steam and Operating Engineers; President McNulty, Brotherhood of Electrical Workers; President Franklin, International Brotherhood of Boiler Makers and Ship Builders; President Wilson, Pattern Makers' league; President Kline, Brotherhood of Blacksmiths and Helpers, and Organizer Guerin, representing Brotherhood of Carpenters.

The agreement calls for the creation of an adjustment commission which will consist of three, four or five members, according to the nature of the problem to be solved. The president has designated V. Everit Macy, president of the national civic federation, as chairman of the commission. President Gompers has nominated Secretary-Treasurer Berres, A. F. of L. metal trades department, the second member of the commission, and the emergency fleet corporation will designate the third.

Where navy work is concerned Assistant Secretary of the Navy Roosevelt will sit as a member of the board. When private ship yards are involved local labor and local shipping interests will sit as members of the commission with full voting powers.

In the event of a tie by this board the deciding vote will be cast by the secretary of war, as chairman of the council of national defense.

Districts shall be created and examiners appointed to first attempt the adjustment of disputes. This examiner shall be the joint selection of ship yard interests and organized labor. If these fail to select, the board shall appoint, by unanimous action. The examiner shall be subject to removal by the board by unanimous vote.

These examiners are specifically instructed to confer with representatives of organized labor and the board will keep itself fully informed as to living costs in the several districts and their comparison between progressive periods of time.

The first step of the government in establishing this extended contractural relation with organized labor marks a new era and is a blow to those interests which persist in talking of "dealing with individual workers."

Washington, Sept. 1.—In a bulletin issued to business men by the Chamber of Commerce of the United States is printed a summary of the new relations existing between the British government and organized labor as a result of the war. The bulletin concludes its summary with this significant statement:

"It is evident from the above that the policy, in England has been for the government to rely upon and to seek the close co-operation of organized labor. It is well for American business men to have this in mind."

STRIKEBREAKING PLAN CAN'T BE DEFENDED

San Francisco, Sept. 1.—The San Francisco Bulletin takes high ground in its opposition to the strikebreaking policy of the United Railroads, which is opposing the higher wage demand of the union Street Car Men's union.

The United Railroads justify the use of strikebreakers on the plea that it owes an obligation to the public to continue to give service, and Editor Crothers says:

"Has it never occurred to them that they also owe an obligation to the public to give their men reasonable working hours and pay them living wages? Has it never occurred to them that the claims of the motormen and conductors who do the actual hard work of running the cars are at least as important as those of the holders of the stocks and bonds? Apparently it has not. The refusal of the car men's claims seems to be an intellectually honest refusal based on the belief that the car men have, not a first lien, but a last lien, against the company's earnings. The pickings and scrapings are for them, the company's statements leave us to believe, and if these pickings and scrapings happen, as they do happen, to amount to something less than a decent living, it is an act of God, to which company and men should submit with pious resignation.

"A workingman cannot support a family at a standard of living which the community can afford to tolerate on $3, or less, a day. A home cannot be the kind of home the community can afford to have if the wage earner is away 15 or 16 hours a day, as employes of the United Railroads have had to be. No excuse of corporate embarrassment can make this kind of thing tolerable. The United Railroads must not pay dividends at the expense of decent wages and the public must not demand the services of men who are not adequately rewarded for giving them. The old wage and old working hours must go. The riding public of San Francisco stands behind the car men's union in that demand."

ONE KIND OF PATRIOTISM.

Tacoma, Wash., Sept. 1.—"Seems it would be a difficult trick," says the Tacoma Daily News, "for Everett G. Griggs, president of the St. Paul and Tacoma Lumber company, to consistently remain on the state council of defense and at the same time completely ignore the call of his country and the war department to start his mill on an eight-hour day and produce some of that lumber which Uncle Sam so needs to carry on his part of the big scrap for democracy. The war department appealed to the patriotism of the lumber barons but they apparently prefer to hold out for the old-fashioned, out-of-date 10-hour day, allowing the plants to rust and decay, caring never a rap how desperately in need of their products the country may be. It is truly a delicate position to occupy—member of the council of defense and a member of a class that refuses to help defend the country in its war!"

LAWLESS REIGN OF GUARDS.

Charleston, W. Va., Sept. 1.—Baldwin-Feltz detectives employed by the West Virginia Coal and Coke company continue their terrorizing policy in Braxton and Gilmer counties.

The West Virginia Federationist says Governor Cornwell has the power to run the guards out of the state.

"The governor," says this paper, "has repeatedly told representatives of the miners that he wanted the 'special police deputies' to protect the workers as much as to protect property. Why are not they called out to end the situation in Braxton and Gilmer, and why are not the Baldwin-Feltz gunmen not driven from the state?"

UNIONISTS RE-ELECT.

Paterson, N. J., Sept. 1.—President Quinn and Secretary Hilfers were re-elected at the annual convention of the New Jersey state federation of labor. The convention forwarded a letter of sympathy and good cheer to United States Senator Hughes, member of the congressional labor group, who is recovering from a long illness.

MACHINISTS RAISE WAGES.

Toledo, Ohio, Sept. 1.—Threats to extend a strike of organized machinists forced the Doehler Die company to raise wages of its casting shop machinists 10 per cent. On October 1 an additional 5 per cent will be granted, and on January 1 another 5 per cent will be forthcoming.

CAR MEN RAISE WAGES.

Wilmington, N. C., Sept. 1.—The Street Car Men's union, whose members are employed by the Tidewater Power company, have raised wages 2 cents an hour. The settlement includes the reinstatement of two suspended employes.

TRAIN SERVICE WOMEN PROTESTED BY EDITOR

Chicago Sept. 1.—Editor McNamee of the Locomotive Firemen and Enginemen's Magazine records vigorous dissent to the suggestion of Ralph Peters, president of the Long Island railroad, that men should enlist and "a daughter, or a wife, or a sister" be substituted on the railroad, in the freight offices or even, perhaps, for service on the trains."

Editor McNamee says:

"Absolutely ridiculous are the excuses and subterfuges which are at present, and for some few months past, have been resorted to by big employing interests as pretexts for the extensive hiring of women to do men's work.

"The one great object to be attained in filling men's places with women, under the hollow pretense of war exigency, is to keep labor cheap—to hold wages down. Much information has reached us as to debasing employment conditions that surround women who are already working in shops, roundhouses, etc., but what care the profiteers for civilization standards? What they want is money and still more money. When they have a million they want a billion, when they have a billion, they crave the power that goes with several billions, and are willing—yes, eager—so their greed may be gratified, that the country be filled with Chinese and Japanese coolies and Mexican peons to work for less than a living wage, and that American women associate with such labor on the same level.

"Practical steps should be taken without further delay to avert this menace to the American wage earner.

"Our millionaires and their fad-creating, fad-loving families should be compelled to not only bathe and dress themselves, comb their own hair, and so forth and thus release for useful service to society the persons now engaged in such basely menial occupations, but, in the event of a labor shortage arising from war conditions, should also be required to go to work at some useful occupation themselves."

FAVOR EIGHT-HOUR DAY.

Richmond, Va., Sept. 1.—A straight eight-hour day for employes in the gas works is the recommendation of Chairman Hirshberg, of the city administrative board, after a thorough investigation. He says the city would save by working these employes eight hours, and that "no man can give satisfactory service and work continuously 12 hours." If the board would see fit to change this plant into a straight eight-hour working basis, says the commission, it would produce more gas and save coke, for when the machines get cold between the discontinuance of a run and a starting of the next run it requires more coke to start than if it was continuously run for the full 24 hours. Another advantage is that coke will clink better and the machines can get a run quicker and in all probability get an extra run which will mean more gas.

BOOKBINDERS GAIN.

Indianapolis, Sept. 1.—Officers of the International Brotherhood of Bookbinders report that 635 new members have been enrolled the past month, making the total good standing membership 12,630.

Colorado, Springs, Col., Sept. 1.—Bookbinders' union No. 72 has established the Denver wage scale of $24 and $12 for women. Former rates were $21 and $9.

Pueblo, Col., Sept. 1.—Rates of $18 for men and $7 for women have been advanced by Bookbinders' union No. 137 to $24 and $12 respectively.

WIN EIGHT-HOUR DAY.

Portland, Ore., Sept. 1.—Furniture manufacturing concerns in this city have established the eight-hour day, but not until the Upholsterers' union suspended work and forced the Portland Furniture Manufacturing company to concede the shorter workday and raise wages 10 per cent. Non-unionists benefit by the sacrifice of the organized workers.

WANT WAGES REVISED.

Seattle, Sept. 1.—The central labor council demands that new wage boards immediately convene and readjust rates for women. It is stated that no change has been made in women's wages since the boards' awards, three years ago, and in the meantime living costs are mounting higher and higher.

GET BACK PAY.

Tacoma, Wash., Sept. 1.—Because their work day was reduced from nine to eight hours, effective in June, employes in the blacksmith department of the Chicago, Milwaukee and St. Paul railroad shops have received back pay for three months, amounting to about $80 for each journeyman and $65 for helpers.